Airport Safety & Operations

FAA Southern Region Airports Division, Safety and Standards Branch (ASO-620)   **November 2015**

Inside

About us

The Federal Aviation Administration (FAA), Office of Airports (ARP) provides leadership to the airport and aviation community to ensure that the airports in the National Plan of Integrated Airport Systems (NPIAS) are planned and developed to meet FAA mission goals.

The Safety and Standards Branch of the FAA Southern Region Airports Division has primary responsibility for the below areas:

- Safety and certification of airports
- Airport operations and safety practices, including:
  - Aircraft rescue and firefighting (ARFF)
  - Mitigation of wildlife hazards
- Promotion of emergency operations
- Emergency management planning
- Damage control at civil airports
- Federal activities at airports and their restoration after an attack or natural disaster

The branch provides Safety and Certification Program management for 98 Part 139 certificated airports located in Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina , South Carolina, Tennessee, Puerto Rico, and the U.S. Virgin Islands.

The FAA has nine Regional Offices. The Southern Region has the largest footprint of Part 139 airports:

- 4 Index E "Airports" (Hartsfield-Jackson Atlanta International, Miami International, Orlando International, and Tampa International)
- 7 Index D "Airports" (Charlotte/Douglas International, Fort Lauderdale/Hollywood International, Jacksonville International, Luis Munoz Marin International, Orlando Sanford International, Raleigh-Durham International, and Southwest Florida International)
- 25 Index C "Airports"
- 22 Index B "Airports"
- 15 Index A "Airports" – Two Index A "Airports" surrendered their part 139 Operating Certificate
  - Antonio Rivera Rodriguez, Isla De Vieques (VQS), and
  - Moore County, Pinehurst/Southern Pines (SOP)
- The Southern Region has 78 Class I, 2 Class II, 0 Class III, and 16 Class IV airports.

Airport Compliance

Land Use Inspection Program

In response to a report finding the need for improved oversight and Senate report language, the FAA adopted a land use inspection program that focuses on general aviation airports across the country. Annually, the FAA prepares a report to Congress identifying land use concerns and any corrective actions that may be required to address these concerns. These inspections also renew awareness of the federal obligations airport sponsors accept through the Airport Improvement Program (AIP) grant agreements.

This year, Airports Southern Region (ASO) conducted land use inspections in Georgia and North Carolina. Both inspection locations had recently accepted AIP grants to acquire residential properties in areas needed for airport purposes, but had failed to extinguish the residential use. Residential use of land on airport property is incompatible with airport operations and conflicts with multiple sponsor obligations.

Compliance Tips

What's the best way to deal with a compliance problem? Stop it from happening! Here a few tips.

Lease subordination clause
Do your leases and airport use agreements include a subordination clause? A subordination clause subordinates the terms of the lease or agreement to the federal grant assurances and surplus property obligations. This clause may assist you in amending a tenant lease or agreement if it is found to conflict with the airport's federal obligations.

Lease rates
Recognize that no-cost or minimal lease rates can prevent the airport from becoming self-sustaining. The FAA's Policy and Procedures Concerning the Use of Airport Revenue explains that airport sponsors are obligated to charge non-aeronautical tenants and users a lease rate based on fair market value. Aeronautical tenants and users may be charged an aeronautical rate, generally less than fair market value. All leases should include escalation clauses or periodic rate increases.

Lease breaches and rules violations
Are you documenting and following up with tenants and/or users who breach their lease or use agreement or violate the airport's rules and regulations? Ignoring bad acting doesn't make the problem go away, and it could invite more bad acting. Grant Assurance 22, Economic Nondiscrimination, obligates airport sponsors to treat similarly-situated tenants and users in a similar fashion. An airport's failure to enforce its rules and regulations and/or minimum standards in a uniform fashion frequently invites allegations related to Grant Assurance 22.

Have a compliance question? Contact ASO's Compliance Team:

Heather Haney
404-305-6723, Heather.Haney@faa.gov

Deandra Brooks
404-305-6739, Deandra.Brooks@faa.gov

Airports Certification Manual (ACM) Formatting

The ACM must address all Part 139 requirements that apply to the airport. A comprehensive ACM will provide airport personnel with all the information they need to comply with the requirements. The content of the ACM should be accurate, clear, and speak directly to Part 139 requirements.

When preparing the ACM, the most effective and efficient format is the "Sectional" format. This format lets the preparer present each section of the ACM as its own independent section, for example Section 303 page 1 of 2 or Section 317 page 1 of 1. The Sectional formatting also simplifies the process for submission of revisions. Therefore, instead of submitting the entire ACM for revision, the preparer can simply submit only a particular section(s). For example:

Section	Description	Page(s)
Section 101	General Requirements	1 of 3
Section 105	Inspection Authority	1 of 1
Section 113	Deviation To Part 139 Requirements	1 of 1
Section 115	Falsification of Records	1 of 1
Section 201	ACM Maintenance/Revisions	1 of 1
Section 301	Records	1 of 1
Section 303	Personnel	1 of 2
Section 305 & 307	Paved Areas & Unpaved Areas	1 of 1
Section 309	Safety Areas	1 of 4
Section 311	Marking, Signs, and Lighting	1 of 4
Section 313	Snow and Ice Control	1 of 1
Section 315	Aircraft Recue and Firefighting, Index Determination	1 of 4
Section 317	Aircraft Recue and Firefighting, Equipment and Agents	1 of 4
Section 319	Aircraft Recue and Firefighting, Operational Requirements	1 of 4
Section 321	Hazardous Materials Storage and Handling	1 of 4
Section 323	Traffic and Wind Indicators	1 of 1
Section 325	Airport Self-Inspection Program	1 of 4
Section 327	Pedestrians & Ground Vehicles	1 of 4
Section 329	Obstructions & Obstruction Lighting	1 of 1
Section 331	Protection of NAVIDS	1 of 1
Section 333	Public Protection	1 of 1
Section 335	Wildlife Procedures	1 of 3
Section 337	Airport Condition Reporting	1 of 1
Section 339	Identifying, Marking & Lighting, Construction & Other Unserviceable Areas	1 of 1
Section 341	Noncomplying Conditions	1 of 1
Appendixes	WHMP; AEP; LOA's; Sign & Marking Plan; etc.	

Ground Vehicle Operations on Airports

Advisory Circular 150/5210-20A Ground Vehicle Operations to include Taxiing an Aircraft on Airports was published and effective 9/1/2015. This AC provides guidance to airports to develop training programs for safe ground vehicle operations, personnel taxiing or towing an aircraft, and pedestrian control on the movement and safety areas of an airport. Principal changes:

- Address aircraft being taxied by persons other than certificated pilots
- Adds a definition for Airport Operations Area
- Revises the definition for Non-Movement Area
- Replaces the term "Ramp" with "Apron" to harmonize with International Civil Organization (ICAO)
- Adds a definition for Vehicle or Pedestrian Deviation
- Provides guidance for towered airports on Part 139 requirements for people and equipment in the Runway Safety Area (RSA)
- Calls for Letter of Agreement at towered airports between the airport operator, the tower, and FAA Technical Operations
- Provides guidance on taxing and/or towing in the movement area by non-pilots

The **Runway Safety Area** (RSA) must normally be clear at all times during air carrier/aircraft operations. However, there may be situations and/or circumstances where airport operations require vehicles or equipment to be in the RSA for a limited amount of time. Examples may include scheduled or unscheduled NAVID maintenance/repair, mowing operations, or other airport safety-related circumstances where personnel and equipment will be in the RSA during air carrier/aircraft operations. When circumstances allow, drivers will drop needed equipment within the RSA and park the vehicle outside the RSA.

Runway Safety Area (RSA)/**Letter of Agreement (LOA)** is required at each towered airport to clarify the specific activities allowed in the RSA during air carrier/aircraft operations. This LOA will include the airport operator, the local Air Traffic Control Tower (ATCT), FAA Technical Operations, and any other airport tenant that may be permitted into the RSA during air carrier/aircraft operations. The LOA will describe the specific procedures for personnel and equipment in the RSA during air carrier/aircraft operations.

The LOA must also emphasize that vehicles avoid the Instrument Landing System (ILS) or Localizer arrays during low visibility conditions. Any LOA between the airport operator and the ATCT must be included in the airport operator's ACM. Appropriate procedures must be implemented to notify air carriers and pilots when personnel and equipment are in the RSA.

Southern Region Vehicle/Pedestrian Deviation (VPD) FY Totals, by month
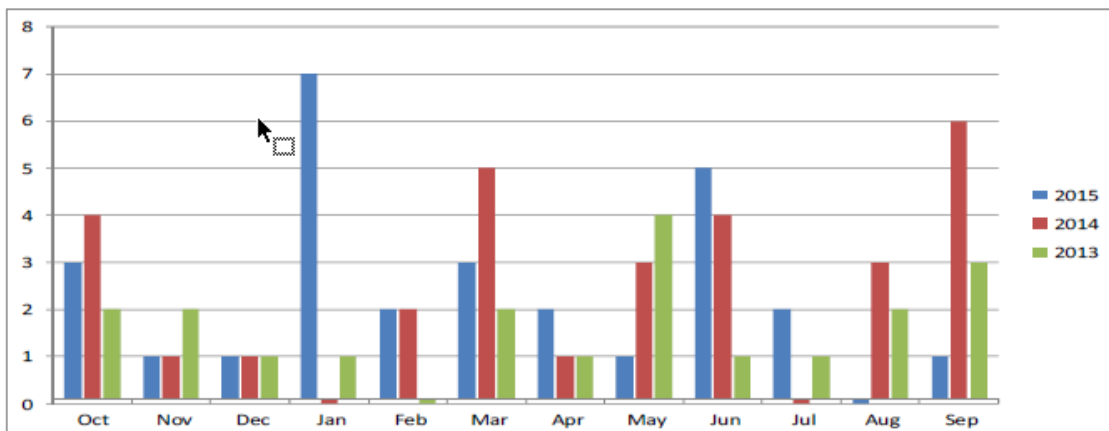
Puerto Rico Ports Authority
Airport Certification and Safety Workshop

September 21—25,2015 members of the FAA Southern Region, Airports Division Safety and Standards Branch conducted a Certification and Safety Workshop with the Puerto Rico Ports Authority. The team was led by Airports Division Deputy Division Manager, Mr. Steven Hicks. The workshop covered various part 139 topics, to include:

- An Overview of Certification of Airports
- Airport Emergency Plan
- Part 139 Records Requirements
- Airport Certification Manual (ACM)
- Aircraft Rescue and Firefighting (ARFF)
- Airport Compliance
- Airport Marking, Signs, and Lighting
- Airport Self-Inspection.

The final day of the workshop concluded with hands-on training and instructional techniques related to Aircraft Rescue Firefighting and Airfield Inspections at the San Juan International Airport with approximately 85 participants
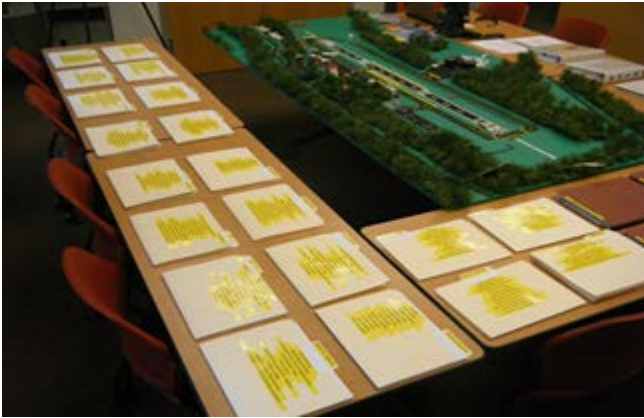
2015 Inspection Snapshot

ACSI Warren Relaford presents a "Snapshot" on good Record Keeping, Incomplete Side Stripe, Improper Sign Collation, Fueling Signage Problem, and Incorrect Marking Format.

Kudos! Records available as requested (two images below)

Incomplete Side Strip: Side stripe stopped about 30 feet short of the end of the runway in the new displaced threshold (image below)

Information & Mandatory Sign Collocation: The information sign is a potential distraction in this area. Pilot attention should be on mandatory instructions. (image below).

Fueling Issues: Sign missing "method of operation" (image below)

Incorrect number font. This stencil/number on a taxiway is for a runway (image above)

Inspection Collage

Lead ACSI Patrick Rogers, presents a collage of varied part 139 discrepancies.

Spray-painted blank signs

Brown runway edge markings

Broken light

One old sign panel not replaced

Old markings not removed

Delaminating sign panel not replaced

Light fixture bolts loose, missing
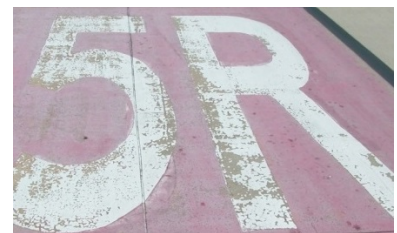
Trees in Runway Object Free Area

Faded marking

Non-frangible REIL base

How many days have these **daily** inspection items gone unnoticed?

… A runway holding position sign that's missing a dash between 14 and 32

Do You Know Your Signs and Markings?

Which is the correct statement for each of the six figures below?

- ○ Stopping behind this marking will ensure wingtip clearance for aircraft on an intersecting highway.
- ○ This surface marking separates the movement area and non-movement area on an airport.
- ○ This marking indicates the edge of a path for vehicle traffic on areas also intended for aircraft.
- ○ This enhanced taxiway marking indicates you are approaching the holding position marking.

- ○ This sign identifies the runway on which your aircraft is currently located.
- ○ This sign indicates the direction leading to a destination runway.
- ○ This array is located at the intersection of two runways and a taxiway.
- ○ This sign alerts you that you are approaching a runway. On a taxiway, it is accompanied by a runway holding position marking.

- ○ This sign identifies the runway on which your aircraft is currently located.
- ○ This sign alerts you that you are approaching a runway. On a taxiway, it is accompanied by a runway holding position marking.
- ○ Taxiing past this sign may interfere with operations on the runway even through it is not located at a runway intersection.
- ○ This sign indicates the direction leading to a destination runway.

- ○ An aircraft that taxis past this sign may interfere with the navigational landing aid signals than an approaching aircraft is using.
- ○ Taxiing past this sign may interfere with operations on the runway even through it is not located at a runway intersection.
- ○ Taxiing past this sign may interfere with operations on the runway even through it is not located at a runway intersection.
- ○ This sign indicates an area prohibited to aircraft.

- ○ This enhanced taxiway marking indicates you are approaching the holding position marking.
- ○ This marking indicate you are approaching an ILS hold position.
- ○ The painted marking indicates the edge of the ILS critical area. Ground control may ask you to hold shot at this line if an aircraft is using the ILS.
- ○ This surface marking separates the movement area and non-movement area on an airport.

- ○ This surface marking separates the movement area and non-movement area on an airport
- ○ This marking indicates the edge of a path for vehicle traffic on areas also intended for aircraft.
- ○ This enhanced taxiway marking indicates you are approaching the holding position marking.
- ○ This marking indicate where an aircraft is to hold prior to entering a runway.

The Safety & Standards Branch Staff

Pictured

[Standing, from left to right in the image above]

- Anthony Cochran, Civil Engineer 404-305-6713, anthony.cochran@faa.gov
- Herman L. Smith III, Airport Certification Safety Inspector, 404-305-6715, herman.smith@faa.gov
- Jim Price, Airport Certification Safety Inspector 404-305-6721, jim.price@faa.gov
- Deandra Brooks, Airports Compliance Program Manager 404-305-6739, deandra.brooks@faa.gov
- Heather Haney, Airports Compliance Program Manager 404-305-6723, heather.haney@faa.gov
- Warren Relaford, Airport Certification Safety Inspector 404-305-6714, warren.relaford@faa.gov
- Denson E. Stasher, Airport Certification Safety Inspector 404-305-6717, denson.stahser@faa.gov
- Jack McSwain, Airport Certification Safety Inspector 404-305-6718, jack.mcswain@faa.gov

[Seated]

- Patrick Rogers, Lead Airport Certification Safety Inspector 404-305-6716, patrick.rogers@faa.gov

Not Pictured

- Brian Creasy, Airspace Program Manager, 404-305-6725, brian.creasy@faa.gov
- Scott Perrone, Management and Program Analyst, 404-305-6740, scott.perrone@faa.gov

New Safety & Standards Branch Manager

Please join us in welcoming Mr. Maverick Douglas as the new Safety and Standards Branch Manager for the Southern Region. Maverick joins us from the Western-Pacific Region Airports-Division (AWP) where he was the Assistant Manager for San Francisco Airports District Office. Maverick has over 30 years of airport operations/safety, managerial, and supervisory experience.

Airport Safety & Operations is produced by the FAA Southern Region Airports Division, Safety and Standards Branch (ASO-620). Editor is Denson Stasher.